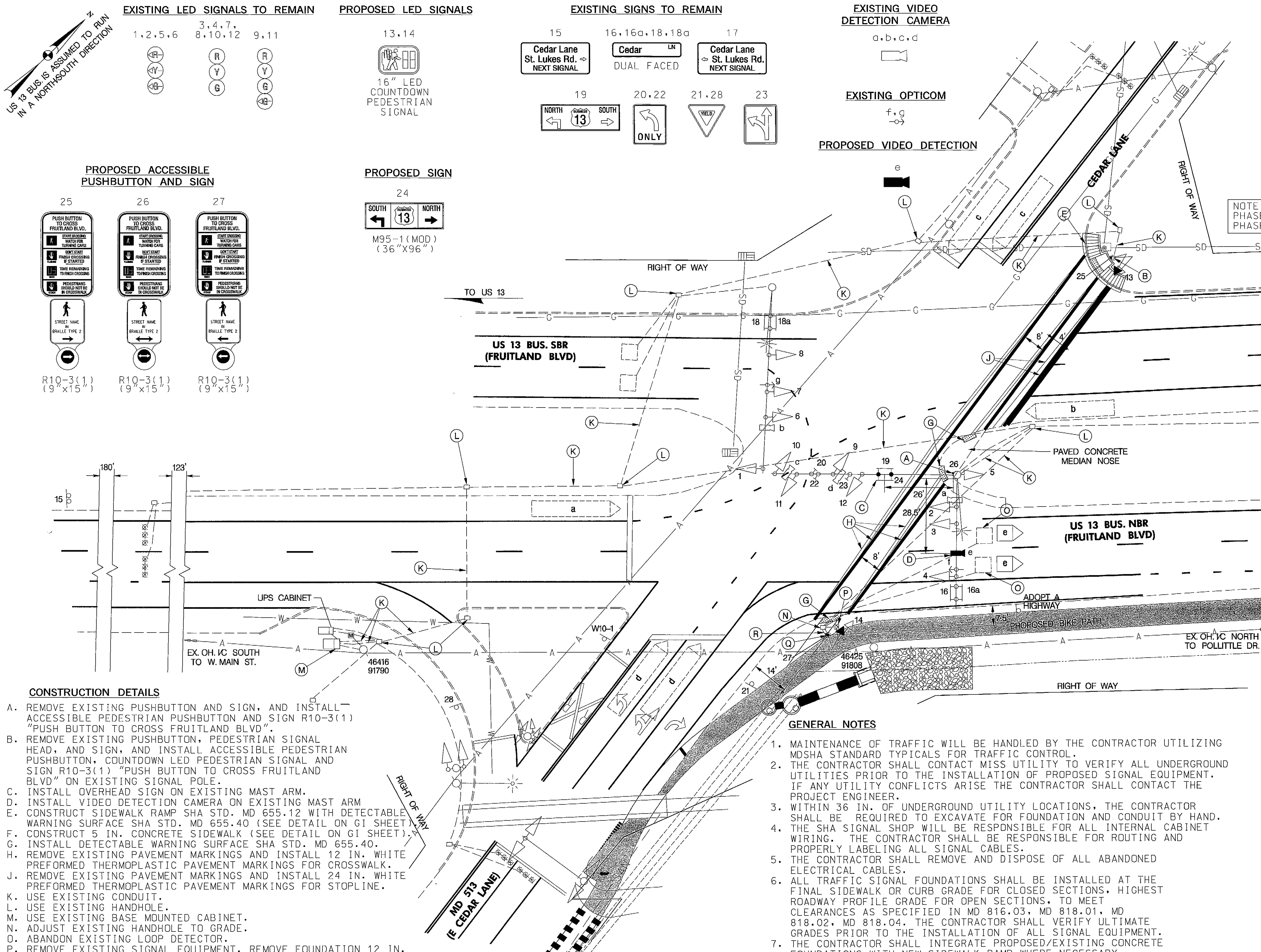

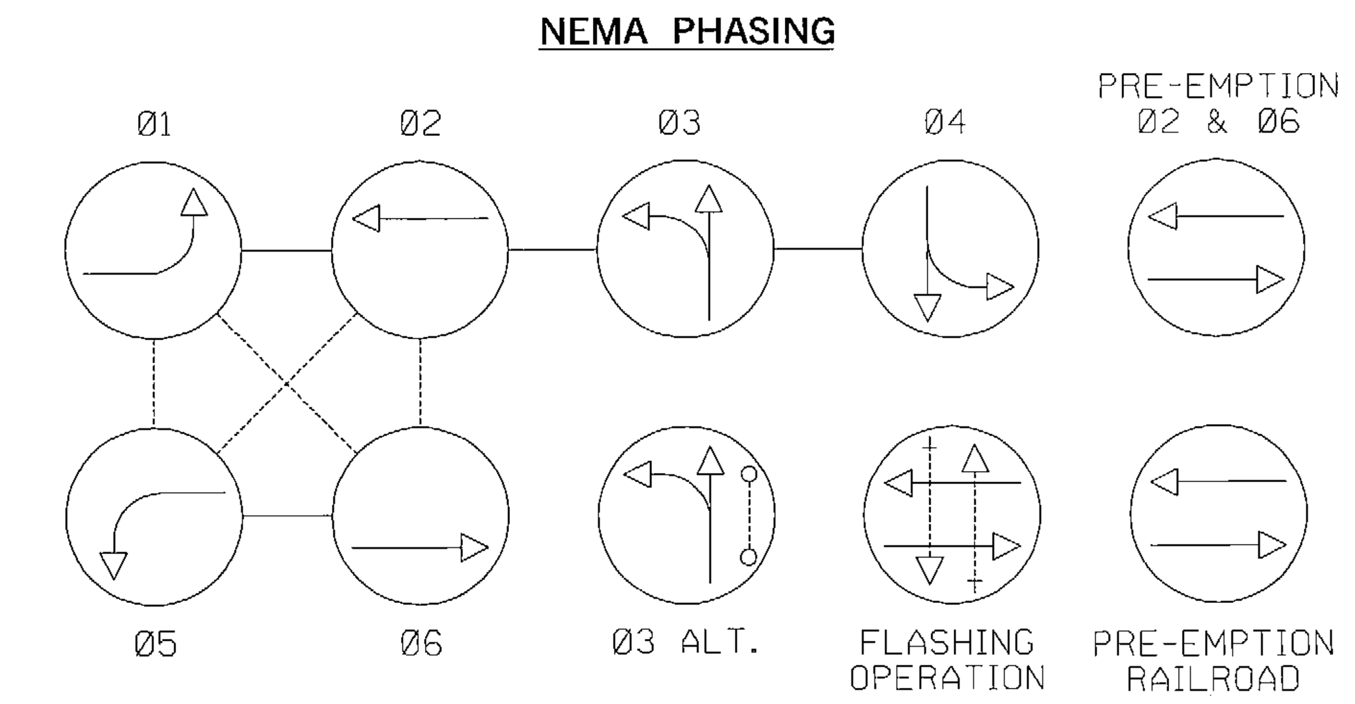

NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. REMOVE EXISTING PUSHBUTTON AND SIGN, AND INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS FRUITLAND BLVD".
B. REMOVE EXISTING PUSHBUTTON, PEDESTRIAN SIGNAL HEAD, AND SIGN, AND INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTON, COUNTDOWN LED PEDESTRIAN SIGNAL AND SIGN R10-3(1) "PUSH BUTTON TO CROSS FRUITLAND BLVD" ON EXISTING SIGNAL POLE.
C. INSTALL OVERHEAD SIGN ON EXISTING MAST ARM.
D. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM
E. CONSTRUCT SIDEWALK RAMP SHA STD. MD 655.12 WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40 (SEE DETAIL ON GI SHEET).
F. CONSTRUCT 5 IN. CONCRETE SIDEWALK (SEE DETAIL ON GI SHEET).
G. INSTALL DETECTABLE WARNING SURFACE SHA STD. MD 655.40.
H. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
J. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
K. USE EXISTING CONDUIT.
L. USE EXISTING HANDHOLE.
M. USE EXISTING BASE MOUNTED CABINET.
N. ADJUST EXISTING HANDHOLE TO GRADE.
O. ABANDON EXISTING LOOP DETECTOR.
P. REMOVE EXISTING SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. ABANDON EXISTING CONDUIT.
Q. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE, WITH SPECIAL FOUNDATION (SHA STD. MD 801.01-01), COUNTDOWN LED PEDESTRIAN SIGNAL, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS FRUITLAND BLVD." (NOTE: 1-3 IN. 90 DEGREE PVC BEND).
R. INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
7. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW SIDEWALK RAMP WHERE NECESSARY.
8. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
9. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
10. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
11. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.

GENERAL NOTES CONTINUED

12. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
13. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
14. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
15. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
16. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
17. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
18. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.

TOD NO:W138A53/B53
SHA NO:XX340-12
US 13B@ MD 513

UTILITY LEGEND

—E—E—	ELECTRIC CABLES	—SD—SD—	STORM DRAIN
—A—A—	AERIAL CABLES	—G—G—	GAS MAIN
—T—T—	TELEPHONE CABLES	—W—W—	WATER MAIN
—F—F—	FIBER-OPTIC	—S—S—	SEWER MAIN

BY: guiliamc

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APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL ON FILE

REVISIONS
G. INSTALL APS AND CPS ACROSS NORTH LEG. SHA # XX3405185 01/2009 STV MCG KMP KDB WG TH
F. INSTALL NON-INVASIVE PROBES FOR SET-BACK DETECTION ALONG SB US BUS. SHA # AX1395185 11/01/07 STV VGN KMP DBD DD DD
E. INSTALL REDLINE VIDEO DETECTION 6/06 SHA # AT7255185 JWA JAH MAR WH

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 13 BUSINESS (FRUITLAND BOULEVARD)
AT CEDAR LANE/MD 513 (E. CEDAR LANE)
FRUITLAND, MARYLAND

SIGNALIZATION PLAN SHEET

SCALE 1"=20' ADVERTISED DATE AUGUST, 1981 CONTRACT NO. WI-599-501-185

DESIGNED BY	N/A	COUNTY	WICOMICO
DRAWN BY	N/A	LOGMILE	22B01302.64
CHECKED BY	N/A	TIMS NO.	I-476
F.A.P. NO.	SEE TITLE SHEET	TOD NO.	

TS NO. 1830G DRAWING SG-01 OF 02 SHEET NO. 1 OF 2

PLOTTED: Monday, January 12, 2009 AT 02:51 PM
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